

**SPECIAL STUDY SESSION
April 10, 2003**

The Board of Supervisors of Maricopa County, Arizona convened at 9:00 a.m., April 10, 2003, in the Board of Conference Room, 301 W. Jefferson, Phoenix, Arizona, with the following members present: Fulton Brock, Chairman; Don Stapley and Max W. Wilson. Absent: Andy Kunasek, Vice Chairman; and Mary Rose Wilcox. Also present: Fran McCarroll, Clerk of the Board; Shirley Million, Administrative Coordinator; David Smith, County Administrative Officer; and Paul Golab, Deputy County Attorney. Votes of the Members will be recorded as follows: (aye-no-absent-abstain).

DISCUSSION OF REGIONAL TRANSPORTATION PLAN

Discussion of the development of a 20-year comprehensive, performance-based, multimodal and coordinated regional transportation plan by the Transportation Policy Committee of the Maricopa Association of Governments.

Tom Buick, Director of Transportation and County Engineer

Mike Sabatini, P.E., Assistant County Engineer

Tom Buick explained that this is the first in a series of meetings to help the Board stay abreast of the status of the proposed Regional Transportation Plan. He felt the Board would need this information in order to arrive at decisions relative to the interim alternatives and to the final plan later this year. He indicated that he would review the legislation, revenue projections, modeling scenarios, performance evaluations and the schedule. He said that MCDOT has been in contact with MAG (Maricopa Association of Governments) to give them the resolution the Supervisors adopted and that MAG is distributing it to the proper committees.

John White and Diane Sikokis reported on the status of HB2292 in the House and Senate. The purpose of the bill is to codify the establishment of the Regional Transportation Policy Committee (RTPC) by MAG and to adopt or develop a Regional Transportation Plan for Maricopa County. It gives the criteria for an election to extend the half-cent sales tax for freeways that was originally adopted in 1985 and expires at the end of 2005. MAG's recently established transportation policy committee consists of 25 members and this statute will also codify that committee as well.

This committee must submit plans to the Legislature, the RPTA (Regional Public Transportation Authority), the State Transportation Board (STB), the County Board of Supervisors (BOS), the Indian communities and various cities and towns at both the alternative stage and the final draft stage. The RPTA, STB and BOS will review the document and submit a written recommendation within 30 days to the RTPC recommending that the plan be approved, modified or disapproved. The RTPC must consider all proposed modifications and recommend the plan to MAG for an air-quality-conforming analysis by September 30, 2003. The 20-year plan must be submitted to the Governor and Legislature by November 30, 2003. The general election of November 2004 is currently set as the date for a public vote on the extension of this sales tax but it could be as early as May 2004.

Mike Sabatini introduced the three modeling scenarios that MAG has developed and indicated that selection of the chosen scenario will take place by early June. He said that the scenarios comprise the alternatives available for the Regional Transportation Plan. The Modeling Scenarios 'A' 'B' and 'C' address Single Occupancy Vehicle, Mixed, and Transit and High Occupancy Vehicles. Scenario A, focuses on regional roads and is freeway dominated, Scenario B, local arterials, connecting streets and local bus service and Scenario C is dominated by high capacity transit service, bus or rail.

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Mr. Sabatini named several sources of state and federal revenue available for Regional Transportation purposes. He broke these sources down into percentages and amounts as they apply to Maricopa County's regional plan and said that these sources will provide a total of \$17.1 billion and will be available for developing freeways, major streets, rapid transit and other regional programs.

Mr. Manos explained further, "There is a comprehensive mix of funding sources that will pay for the Regional Transportation Plan ... which will anticipate the utilization of all sources, not just the half-cent tax, although the half-cent will be designated for certain portions of that plan."

Mr. Sabatini said that there are use-restrictions on some of the designated funds, i.e. for transit, roadways or air quality mitigation projects, but the use of the State sales tax monies would be more flexible.

Discussion ensued on funding for all varieties of transportation including bus, transit and light rail. It is projected that the light rail system suggested by Phoenix would cost \$50 million per mile. Also discussed were interchange construction costs being portioned out between government and developers or local agencies. Another topic was future residential expansions along the border with Pinal County, how the transportation system would interconnect, and how funding would work between both counties.

The importance of a regional system was stressed for the future welfare of the County and the State of Arizona, albeit one that must be devised with limited funds. Chairman Brock said he remembered a picture in a local newspaper that he saw soon after moving to Phoenix. It showed an empty Superstition Freeway with the caption 'The Road That Goes to Nowhere'. He added, "That road today is a parking lot – bumper to bumper."

MEETING ADJOURNED

There being no further business to come before the Board, the meeting was adjourned.

ATTEST:

Fulton Brock, Chairman of the Board

Fran McCarroll, Clerk of the Board